WDB

CITY OF KIRKLAND

PRE-SUBMITTAL CONFERENCE APPLICATION

123 5th Avenue, Kirkland, WA 98033

425.587.3225 - www.kirklandwa.gov

PRE 15-00469

Check one: ☒ Land Use Permit ☐ Building Permit

Total Estimated Project Cost: $ 0

Project Name: Carillon Point Seaplane tours

Project Address: 4100 Carillon Point

Parcel Number(s): 172505-9058.

Property Owner's Name: Carillon Properties

Address: 4100 Carillon Point City: Kirkland

Phone: 425.822.1700 Zip: 98033

Contact Person (for this conference): Sue Semmill

Address: 4100 Carillon Point City: Kirkland

Phone: 425.822.1700 Zip: 98033

E-mail: Sue@carillonprop.com

The following departments will attend, if applicable: Building, Fire, Planning, Public Works

Would you like a free Green Building consultation? ☐ YES ☒ NO

Describe the proposed project: See attached

Question: Can we pay for expedited Review of this permit?

Owner/Agent: Sue Semmill Signature Date: 3/16/15

SUMBITTAL CHECKLIST

To reduce waste, please provide electronic plans if possible (PDF format, combine to one file, on a CD). If not possible, please submit 4 paper sets of all plans with the submittal of this application. ***Personal Wireless Facilities applications shall submit plans electronically only.***

☒ Attach a list of questions/concerns for staff.

Drawings must include:

DRAWINGS	☒	Land Use Permit – Vicinity Plan; conceptual drawings of proposed project (surveyors or engineers drawings not required).
	☐	Building Permit – Vicinity Plan; site plan with existing and proposed contour lines – include parking lot, circulation system, significant trees (at least 6" diameter) and any natural features; elevations of all four (4) sides of any proposed structures; floor plans.
FEES	☒	$524.73 ($518.00 Conference Fee and $6.73 MyBuildingPermit.com fee) made payable to the City of Kirkland.
	☐	For Shoreline Stabilization projects – an additional $240.00 consulting fee may be required.

STAFF USE ONLY BELOW THIS LINE

Date scheduled: March 24, 2015 Time: 2pm Room: Houghton Room

March 5, 2015

Mr. David Barnes
City of Kirkland
123 – 5th Avenue
Kirkland, WA 98033

RE: Carillon Point / Proposed Float Plane Tour Operation

Dear David:

As we discussed this week, Carillon Properties has an exciting opportunity to partner with a new float plane operator to provide tours of the local Seattle area out of Carillon Point. We are enthusiastic about the addition of this service to our existing water and recreational activities offered via the waterfront. Our goal would be to work towards offering these services for the summer 2015 season. Below, please find an overview of the proposed operation:

Parties Involved
Carillon Properties has reached a tentative agreement with James Young, the owner of Seaplane Scenics, LLC. James is a seasoned pilot in the process of starting his own seaplane tour operation. The ability to partner with an owner/operator is an ideal situation for Carillon as quality and experience can be closely monitored and maintained in our high end environment. Conversely, Carillon will provide James an exceptional venue for his services and the ability to build a successful operation.

Timeline
The operation would ideally be up and running from approximately May 1st to September 15th of this year, with approximate business hours of 11am to one hour before dark seven days per week. Most flights would be made by prior appointment via Seaplane Scenic's website, however during the busy summer weekends there could be potential for walk-up business off the guest pier. Long-term, we would like to offer tours year-round by appointment. No kiosk or rental area will be needed, however an A frame sign may be placed on the guest pier advertising the availabilities of tours and pricing. Additional collateral will be placed in the Woodmark Waterfront Adventure rental shack in the plaza.

Equipment
The tours will be operated in a Cessna 185F float plane equipped with a quieter 3 Bladed propeller system. Seaplane Scenics owns two of these Cessnas, but only one would be operating out of Carillon at a time. The planes are stored on Lake Union so they would not be stored or parked for long periods of time at Carillon.

Physical Set-up
After thorough review of the property, we have identified a wing wall portion of the guest pier that will work best for the loading and unloading of the float plane (see attached site plan). The general flight plan is to taxi clear of the no wake zones and all watercraft in a westerly direction off shore, then to take off into the wind. This will put the take-off area generally North of Yarrow Point parallel to the shoreline or West across the lake toward Seattle. The return route would be from the northwest. Tours would not run any more than once per hour, with a total of not more than five minutes per each hour with the plane motor running close to the shoreline. In our test flights with James, we have determined that the plane noise is very minimal and would not overly disturb guests on the shoreline (one of our major concerns). We will closely monitor sensitive events on property (weddings, etc.) and make adjustments to James' take off and arrival schedule as necessary.

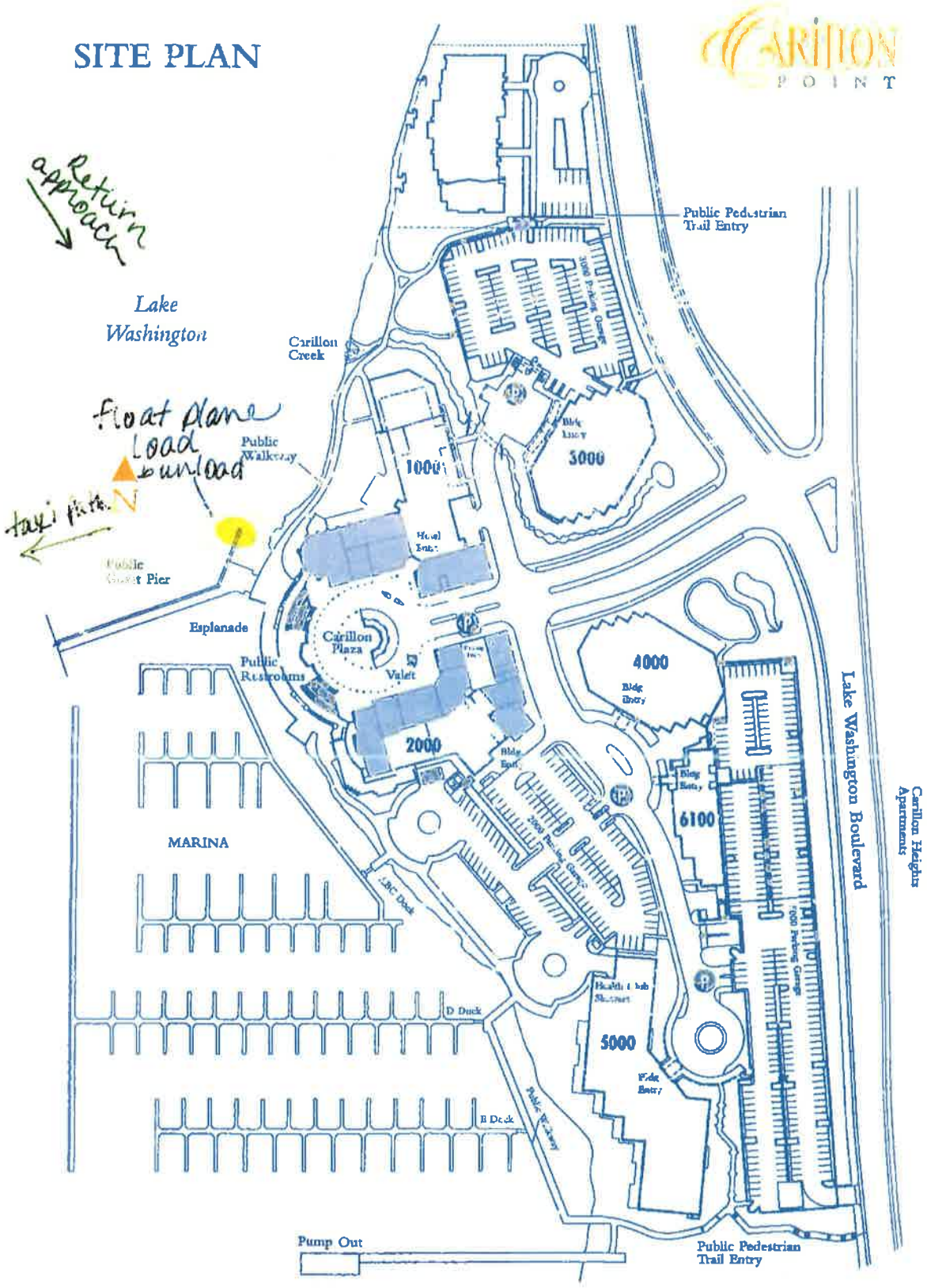
It is our understanding that the aviation piece of this waterfront activity at Carillon may trigger additional review process by the City. We propose allowing us to move forward for the 2015 season as we work closely with the City to implement a long-term plan for increased access to the waterfront moving forward. It would be unfortunate to miss the opportunity at hand. We would like to meet to discuss further at your earliest convenience. Please let me know when we may be able to get the appropriate City folks together with us to discuss. I may be reached at 425-822-1700 or via sue@carillonprop.com. Thank you for your continued support of our efforts to provide waterfront access and activities via Carillon Point.

Best Regards,

CARILLON PROPERTIES

Sue M. Gemmill
Property Manager

SITE PLAN



3240 CARILLON POINT · KIRKLAND · WASHINGTON · 98033 · 425·822·1700

Seaplane Scenics, LLC
1730 North Northlake Way Suite 5
Seattle WA 98103

Seaplanes - The Facts

Environment and Wildlife

* Seaplanes leave no trace of their visit *

In a recent 5 year study on the environmental effects of Seaplanes the U.S. Army Corps of Engineers, who are responsible for the waterways in the U.S.A., concluded [1]:

- Air Quality: no impact
- Water Quality: no impact
- Soil Quality: no impact
- Wildlife: no impact
- Fisheries: no impact
- Hydrology: no impact

• The U.S. Fish & Wildlife Service owns a fleet of Seaplanes that is used for the safe and efficient surveillance and tracking of wildlife.

• The U.S. National Parks System is one of the biggest users of seaplanes in the World – it considers the seaplane essential for the management of their parks.

• To list the scores of U.S. National Parks which not only permit seaplane use in their wilderness areas but advertise it as a method of access, please follow the following link and search using "floatplane" or "seaplane" (http://www.nps.gov/) . There are many National Parks in the U.S.A where seaplanes and boats provide the only access.

• The U.S. National Oceanic and Atmospheric Administration (NOAA) have a fleet of seaplanes which are used extensively for biological work, including sea turtle and mammal surveys. The mission of the NOAA is to describe and predict changes in the Earth's environment and to conserve and manage the U.S. coastal and marine resources.[2]

• Seaplanes are used to monitor the activities and resources in the 1,252 square nautical mile Channel Islands Nautical Marine Sanctuary situated in the Santa Barbara channel off the coast of Southern California. The sanctuary's primary goal is the protection of the natural and cultural resources. The sanctuary is an area of national significance because of its exceptional natural beauty and resources. [3]

• The Washington State Department of Ecology employs Seaplanes to sample water quality – the Seaplane is the only form of transport (excluding rowing boats and kayaks) that does not contaminate their findings.

• Seaplanes are one of the few forms of transport allowed on the Great Barrier Reef.

• A Seaplane's propeller is entirely above the water and thus does not disturb sediments or marine life, nor does it contribute to marine noise pollution.

• Seaplanes generate no more than a 2-3 inch wake – not enough to be a factor in shoreline erosion.

[1] http://www.seaplanes.org/advocacy/environment.pdf and http://www.seaplanes.org/advocacy/booklet.pdf
[2] http://www.aoc.noaa.gov/aircraft_lake.htm
[3] http://www.publicaffairs.noaa.gov/nr/pdf/oct2002.pdf and http://channelislands.noaa.gov/

• Seaplanes do not spread nonnative species.

• Seaplanes do not store or discharge oily bilge water or sewage.

• Seaplanes do not discharge gallons of fuel and oil into the water as many other powered watercraft do (as much as three gallons per hour).[4]

• Seaplanes do not discharge the contents of chemical toilets overboard.

• Seaplanes are not treated with toxic anti-fouling paints.

• Unlike boats, the exhaust from a seaplane's engine is discharged into the air well above the water's surface where it can dissipate without impacting water quality.

• Seaplanes are one of the few marine craft which are fully compliant with the Loch Lomond attachment Management Plan. The plan states, "particular areas of concern include fuel and exhaust emissions from powered craft, disposal of chemical toilet contents ..... and the possible disturbance of aquatic habitats and species".[5] Emissions from motorized watercraft kill zooplankton and the growth of fish larvae in lakes. [6]

Seaplane Safety and Operation:

• Seaplane operations are infrequent and statistically insignificant compared to motorboat operations. In addition, they do not spend significant time on the water, or travel significant distances at high speed. The seaplane take-off distance is around 1500 feet and the landing distance is approximately 800 feet.

The statistics

• During 13 years of Seaplane flying in the U.S.A. (10+ million flying hours) only three seaplane-boat collisions have occurred and only two of these resulted in injuries or fatalities.[7]

• In the same 13 year study period there were over 12,000 fatalities involving boats.[8]

• During a recent 5 year period boats collided with other vessels 11,174 times .[9]

• Statistically, it is considered that Boat/Seaplane accidents are nearly non-existent.

Seaplane Compatibility – Case Studies
Seaplanes operate amongst other water traffic in many busy lakes, harbours and rivers worldwide, for example, they can be found in Vancouver. Seattle. Sydney. Lake Como. Maldives. Fiji. Hawaii. Norwegian Fjords. Alaska. Artic circle and also on the Great Barrier Reef.

Lake Union – Seattle:

Lake Union is a small 580 acre lake in downtown Seattle and is home to considerably more boats than can be found on most recreational areas. The lake is a popular recreation spot for sailboats, motorboats, kayaks, and personal watercraft, as well as a busy public transport link between Lake Washington and Puget Sound.

Kenmore Air Harbour, the largest seaplane operator in North America, has been based on the lake since 1946 and although there are some 30,000 take-offs and landings each year there has not been a single accident since operations began 59 years ago. There are no markings or special use areas established on the lake. In addition, boaters do not receive any training and are not licensed.[10]

British Columbia - Canada

Vancouver and Victoria Harbours in British Columbia each have around 40,000 seaplane movements per year and there have been no accidents. Victoria is a very small harbor, in the summer it has over 1,000 boat movements and 100 seaplane movements per day. [11] The boat movements include large cruise ships, large car ferries, motorboats, yachts, whale watching vessels, very small cross harbour ferries, and kayaks. [12]

[4] U.S. National Park and Conservation Association
[5] http://www.sepa.org.uk/pdf/publications/technical/LochLomondCatchmentPlan.pdf
[6] University of Miami
[7] National Transportation Safety Board (NTSB) accident review 1982-1995
[8] U.S. Coastguard data
[9] U.S. Coastguard data
[10] http://www.seaplanes.org/advocacy/booklet.pdf
[12] http://www.victoriaharbour.org/pdf/vhts.pdf

Noise in National Parks

In order to produce a report on the effects of aircraft over-flights for the U.S. Congress[13] a large survey was conducted by the U.S. National Parks System. Managers and visitors were asked their opinions and the results were presented to Congress in 1994.

To ensure that visitor memories were still fresh exit polls were conducted and the following statistics were recorded:

- Only 1.9% of visitors said that aircraft noise interfered with their enjoyment.
- Only 1.6% of visitors said that they were annoyed by hearing aircraft.
- Only 2.8% of visitors said the natural quiet was disturbed.
- **The visitors who complained were mainly "backcountry visitors"** - backcountry visitors may spend a much longer period of time in the park, thus increasing their opportunities to hear aircraft – they also typically spend a greater portion of their visit away from crowds, traffic, noise, etc., in locations where aircraft sounds may be more intrusive.

Note : The figures are even more surprising when you know that these parks are "**wilderness areas**" - there are no cars, no roads, no boats, no towns, no buildings and generally no facilities of any kind. Tourists require permits to enter and backcountry visitors, who want to venture deeper into the core of the park, might have to wait six months or more for permission.

The following statements and conclusions are made by the National Park System (NPS) management and have been extracted from the report:

- Generally, visitors did not agree with NPS Management views that aircraft noise interfered with the enjoyment or appreciation of the Park.
- NPS managers believe that aviation is essential to the management of many national parks. Parks and visitors benefit from the administrative use of aircraft for search and rescue, science and resource management, firefighting, law enforcement, maintenance, etc
- Studies have shown that visitor judgment of the importance of natural quiet varies, probably as a function of the type of visitor activity, and hence, from the visitor perspective, natural quiet is not equally important in all locations or for all visitor activities.
- Sites that are more easily accessible seem to be visited by a population of visitors that are less sensitive to aircraft sounds; conversely, the less accessible sites, where visitors must walk some distance, may attract more sensitive groups of visitors.
- Air tour passengers also benefit from aviation. Passengers find their experiences to be very rewarding, both in terms of overall enjoyment as well as in providing an enhanced appreciation for the park.
- Health reasons, physical disabilities, unique perspective and time constraints were the most important reasons for taking flights over parks.
- As a result of the flight, over 95% (of tour flight passengers) stated that their appreciation of the park had increased by a "moderate" to an "extreme" degree.
- In the Grand Canyon 90% of passengers taking the air tour also toured on the ground.
- 10% of Park managers surveyed felt they had a noise problem due to people talking in the park. **Note :** Once again, please bear in mind that the comments and conclusions above are made by the U.S. National Park System management and refer to "wilderness areas". There are many airways crossing the Loch Lomond and Trossachs National Park, in addition, the airspace allocated to the airports of Glasgow, Edinburgh and Prestwick extends over the park. Aircraft can be heard at all times of the day – from transatlantic 747s turboprops flying to the Highlands and Islands. In addition, throughout the National Park we have numerous military fighter jets, helicopters (including those chartered by the National Park) and light aircraft over-flying. One point that should be made is that pilots avoid areas where other aircraft are active and it is to be expected that over-flight aircraft noise maybe reduced due to the seaplane presence on Loch Lomond.

[13] REPORT TO CONGRESS - REPORT ON EFFECTS OF AIRCRAFT OVERFLIGHTS ON THE NATIONAL PARK SYSTEM - September 12, 1994 - http://www.nonoise.org/library/npreport/intro.htm

Noise

Loch Lomond Seaplanes operates an amphibious Cessna T206H aircraft which is almost twice as quiet as the strictest noise regulations in the World demand (Swiss and German).[14] Seaplane scenic operates as very similar aircraft)

It is interesting to note that during an unannounced operational trial during 2002/3, which involved over 500 take-off and landings on Loch Lomond, no complaints or adverse comments were received by the Park authority. Indeed, it was not until Loch Lomond Seaplanes publicized its service that some complaints were made. High ambient background noise levels can be found in many areas of the Loch Lomond and Trossachs National Park. Some of the noise producers contributing to this background noise are listed below:

- Jet skis
- Speedboats
- Military jets
- Helicopters (charter, Rescue, military, sightseeing, police). The National Park regularly charters helicopters for use in the park.
- Construction – e.g. hotel and golf courses
- Farm machinery
- Logging – chain saws
- Road Noise – A82, Duck Bay, Luss, Firkin point
- Boat launching areas – Drumkinnon bay, Mallarochy bay
- Grass Cutters – industrial golf course machinery
- Overflying airline traffic into/out of the central belt airports.
- Glasgow airport's local flying training area has been located over the park for the last 60 years. Balloch is the entry/exit point for Glasgow airport's airspace.
- Shooting
- Trains

Noise comparison

Noise	dBA	Example
Firearm	140+	
Military jet	120+	
Jet ski	110	
Chainsaw	105	Forestry / logging
Grass Cutting	88-100+	Golf courses
Bulldozers	99	Construction
Tractors	95	Construction
Chainsaw	105	Forestry / logging
Grass Cutting	88-100+	Golf courses
Bulldozers	99	Construction
Tractors	95	Construction
truck/motorbike/bus	90	
All terrain vehicles	85	
Forklifts	84	
Speedboat	65-95	
Seaplane	75 on take-off only @ 1,000' (20 secs)	
Inside car	30 mph 73	
Normal conversation	65	
* 8 db difference is when humans perceive a halving or doubling of sound *		

[14] www.lba.de/deutsch/technik/laermlisten/liste4.pdf - page 74 - Cessna T206H/Gomolzig data

It is very important to understand that the 75 dBA at 1,000' stated above is measured at **MAXIMUM takeoff power**. In practice, this power is only produced for 20 seconds during the take-off phase and at no other time. As soon as the aircraft exits the water the pilot reduces the power and the noise reduces substantially. Seaplane noise is very directional. The most noise can be heard to the side of the aircraft – perpendicular to the direction of travel. The noise is constant – there is no whining and it is brief and transitory – it disappears in a few seconds as the aircraft departs the area at 150 mph. There is almost no noise on landing or taxi. To put the amount of noise into perspective we have calculated that the seaplane will generate around **18 minutes of noise per week** or 74 minutes per month during our high season. Yearly,
We have calculated the amount of noise to be just over 5 hours - less noise energy in one year than a military jet produces in 2 minutes Seaplane Scenic would implement the following to ensure that our neighbors were not impacted:

- No-fly zones will be observed over sensitive areas
- Noise abatement routes will be used
- Route variation will be employed to ensure that no one area is traversed continuously
- Operational times will be limited
- Routings and the daily ambient conditions will be logged to ensure that any complaint can be dealt with immediately and effectively (it may well be that our aircraft is not to blame)
- During the period October – March almost no flying is scheduled

Generally, the aircraft will be unheard as it is operates below the high ambient noise level.

[15] www.nonoise.org/library/household/index.htm - Typical Noise Levels
[16] www.safetyline.wa.gov.au/pagebin/farmhazd0014.htm - Farm Noise

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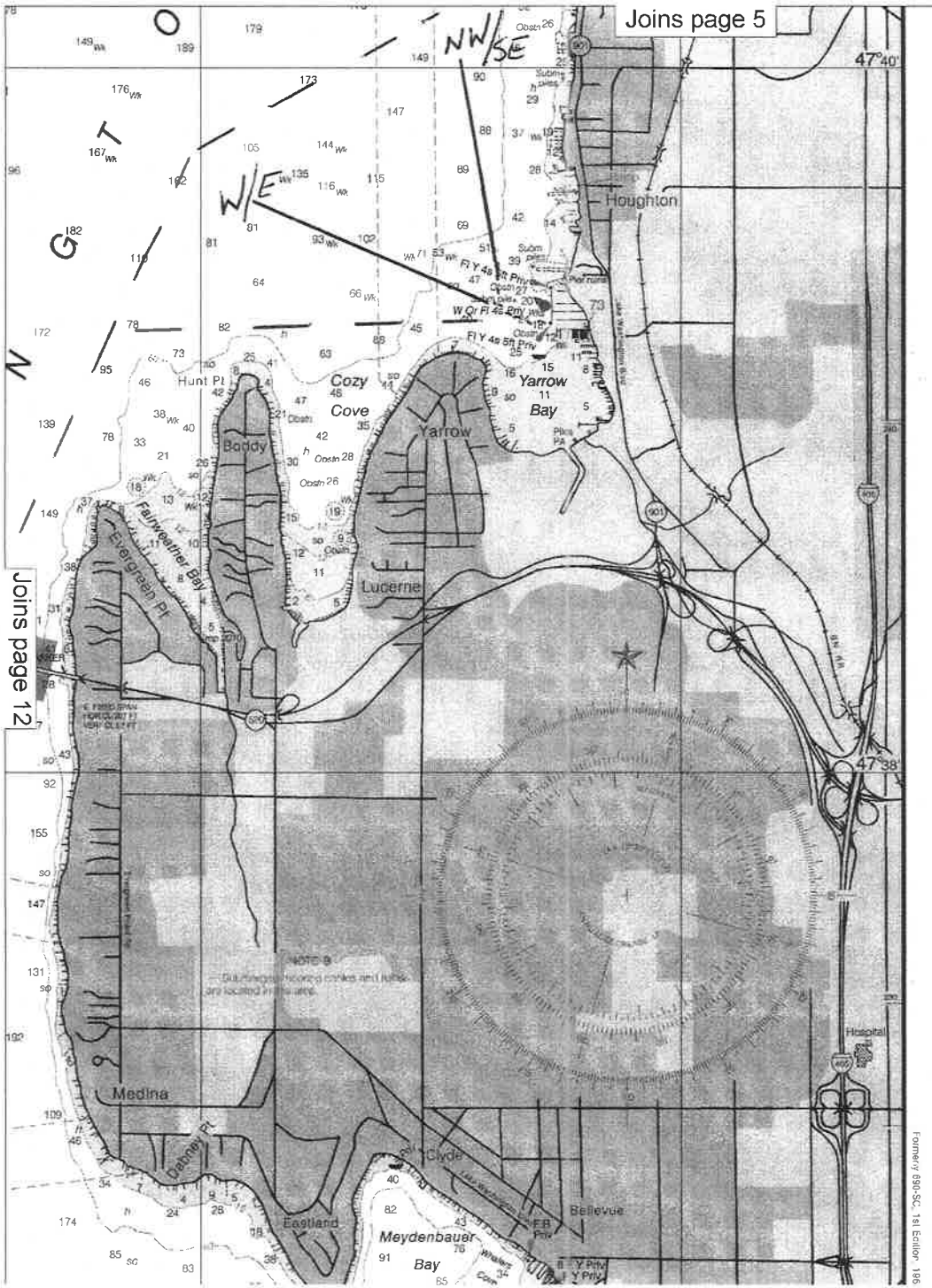
Note: Chart grid lines are aligned with true north.



North West/ South East take off area:

West/East take off area:

Approach and departure routes

High speed operation 1,000 feet from shoreline